

Positions of the Principal Stars which are above the horizon July 1, 15, 31, at 9, 8, 7 p.m. among the oldest, being referred to by Homer as well as by Aratus. It is almost exactly opposite Orion on the celestial sphere, and like Orion is partly in the northern and partly in the southern hemisphere. The head of the Serpent which Ophinchus is supposed to hold, formed by three stars, of which the brightest two—the eyes—are of the third magnitude, is about ten degrees directly south of the Northern Crown. The tip of the tail is at about the same distance west of the star Altair, in the Eagle.

Ophinchus stands above the Scorpion, which may now be seen—at 9 o'clock—exactly south, its brightest star. Antares, being then nearly on the meridian, at one-fourth of the distance from the horizon to the zenith. The Scorpion is one of the finest of the summer constellations, sparkling with stars of every magnitude, as well as being a striking figure. One has no difficulty in making out the claws of this signantic celestial insect, at the right of Antares, and its tail is also distinctly traceable curving downward on the left. The legs can easily be imagined.

The Balance.

West of the Scorpion, between it and the

Virgin, near the center of which stands

the star Spica-now about setting between

west and southwest-is Libra, the Balance

the seventh of the twelve zodiacal constel-

lations. This constellation is said to have been formed in honor of the Emperor Au-

Way, on the border of which it lies. The brilliancy of this star-besprinkled region of the heavens is enhanced this summer by the presence here of the lordly planet Jupiter—above and at the right of Antares, and quite too brilliant to be mistaken for an ordinary star—and the planet Saturn, farther east, near the head of Sagittarius, resembling the star Arcturus both in color and magnitude.

Mercury will be visible as an evening star throughout the month, being at its great-

est elongation east of the sun-26 degrees 2

Venus will be an evening star until

July S, and after that date a morning star. Mars, in the constellation Taurus, near the star Aldebaran, continues to be a morn-

ing star, rising at about 2 a.m.

Jupiter, near the star Beta Scorpii, is

Jupiter, near the star Beta Scorpil, is still a magnificent evening star—without a rival since the withdrawal of Venus. Its movement is now "retrograde," or toward the west, a movement easy to observe owing to the proximity to the planet of several bright stars. On July 28 it will be stationary, and after that date its movement will be "direct," or toward the east. Saturn is an evening star, in the position already pointed out. Its opposition to the sun occurred on the 23d of this month. It

is therefore now shining with its greatest brilliancy. On July 10, at 11 p.m., an in-teresting conjunction of Saturn and the moon will occur, the planet being only about three-fourths of a degree south of

the moon. Saturn, like Jupiter, is retre

New Use for Rabbit's Foot.

"Yes, we ductors have some funny ex-

periences," said a doctor whose office is in

the Century building. "Now, I never un-

tient's superstitions. Lots of my patients

carry and wear charms of some sort, and

an old man always has a potato in his

picket to guard against rheumatism. He

will send for me when he is having pretty

sharp twinges. 'Well, doctor,' he will say, 'same old story, 'Pears like I never will

learn no sense. Here I goes to church Sun-day night and forgits all about my pertator.

day night and forgits all about my pertator, and what else could you expect from a man that ain't got no more sense? Here I am laid on my back, and you bet I don't forgit that pertator in a hurry again.' And I always sympathize with him and tell him of hypothetical cases I have known in which the 'pertater' played a part, and it is no end of fun. But the queerest remedy I ever heard of was told to me the other day. I was called to see a little haby and found

I was called to see a little baby and found that it was sick and feverish, cutting teeth. "I thought that was the trouble,' said the pretty young mother, 'and so I just hustled around and got some rabbit's foot

"Why, to rub on his gums,' she replied in an astonished tone; 'don't you think it is

In an astonished tone; don't you think it is good?

"Excellent," I replied, 'but be sure you rub it hard, and don't put much grease on your finger; just the least bit will bring the teeth through,' and before I left she had fallen to rubbing-and, after all, who knows?" and the doctor smiled dreamily.

The Meadow Lark.

Lioyd Mifflin in the Independent.

Minstrel of melody.

How shall I chant of thee.
Fleating in mendows athrill with thy song?
Fluting anear my feet.
Plantine, and wildly sweet—
Oh, could thy spirit to mertal belong!
Tell me thy secret art.

How then doet touch the heart.

Hunting of happiness still unpessessed;
Say, doth thy bosom burn
Vainly, as mine, and yearn
Sadly for something that leaves it unblessed

Sadly for something that leaves it unbleased?

Doth not that tender tone,
Over the clover blown.

Flow from a sorrow—a longing in vain?
Or, is it for intense.
So like a pang, the sense
Hears in thy sweetest song something of protection of the sense of the sense of the sense of the sense.

Soar, and in upper deeps
Sing in the leaven's blue arches profound;
But, thou most lowly Thing,
Teach me to keep my wing
Close to the breast of our Mother, the groun

Soon shall my fleeting lay Fade from the world away—
Time, ever-during, shall thrill through the
Love, who once gladdened me,
Surely both saddened thre—
Half of thy maste is made of his tears!

laint of thy music is made of his Long may I list thy note Soft through the summer float Par o'er the fields where the wild g Then, when my day is done, Ob. at the set of sun, Pour out thy spirit ansar to my g

grease."
"What for?" I asked.

Lloyd Mifflin in the Independent.

der any circum tances interfere with a pa

From the Buffalo News,

Uranus, an evening star, is about five

une, a morning star, in Taurus, rise at about 3:20 a.m.
On July 2 the earth will be in aphelion—at its farthest from the sun.

minutes-on the 4th.

THE SKIES IN JULY

Much Interesting Information for Amateur Astronomers.

CONSTELLATIONS OF THE MONTH

As a General Rule They Are Not in the Best of Drawing

THE STARS AND PLANETS

Gnossian Crown, as it was styled by Virgil, this being, according to Greek legend, the identical crown which was given by Bac-chus to Ariadae, the daughter of old King Minos, whose capital city was Gnossus, in the Island of Crete. The Crown consists of a nearly complete oval of six or seven stars, of which the brightest, Alphacca, is of the third magnitude. An ancient poetic designation of this star was Margarita Coronae, the Pearl of the Crown, a name which in mediaeval times led to the constellation's being known as the Crown of

West of the Crown, at about two-thirds of the distance from the horizon to the zenith, stands Arcturus, the brilliant Bear-Warden, the principal star in the Herdsman, Bo-otes, Alphacca, Arcturus and a star of the third magnitude in the left shoulder of the Herdsman-Gamma Bo-otis -form a very noticable equal-sided tri-angle, at the center of which stands Ep-sion Bo-otis, of the third magnitude, a singuiarly beautiful colored double star, the companion being of an emerald green. The star is, however, a rather difficult object-in fact, one of the test objects of a three-

the east and at about the same star, giving a spectrum in which the hydrogen lines are especially prominent and sparkling with the bluish-white light of the Dog Star.

The Lyre.

The Lyre is of a triangular figure, about the size of the Northern Crown. Each corner is marked by a pair of stars. At the western corner stand Vega and a star of the fifth magnitude, known as Epstion Lyrae, which is famous among amateur telescopists as the "Double-double." Even an opera glass will make a pair of this apparently single star, and a small relescope will show that each member of this small pair is itself a double star. A larger firstrument reveals three other stars here, mixing a group of at least seven stars where the unaned eye sees but one. To persons having eyes of exceptional keemess this star. Epsilon Lyrae, appears distinctly clongated, and several astrono-mers claim to have seen it double under favorable circumstances. It is a fine test of eyesight.

of eyesight.

At the southern corner of the Lyre stand Beta and Gamma Lyrae, the former of which—the more westerly of the two—is a variable star, ranging from the third to the fourth magnitude and going through its changes in a period of about thirteen days. It is particularly interesting to astronomers from the tact that It has two maxima, or conditions of greatest brillaney, as one of which it is ices brillant than at the other. This is a good object for the amateur star-raizer to keep an eye upon. The third corner of the Lyre is marked by a pair of fourth magnitude stars.

The Body of Hercules.

Midway between the Lyre and the Crown is a trapezium of four stars of the third magnitude, which forms the body of Hercules. The rough sketch drawn upon our chart indicates the principal stars belonging to this constellation. Crude though this fig ure is, it has the merit of representing some thing which can be seen among the stars which cannot be said of the most of those "uncouth figures" with which modern char, "unescath ligures" with which modern char-makers have illustrated the ancient con-stellations. This remark applies also to the sketches here given of Ophuenus and Bo-otes. We are apt to forget that the old constellation-makers were mere children, so far as art is concerned, and were not dis-ressed over the figure of a man or of an animal because it was faulty in its propor-tions or was otherwise not as life-like as animal because it was faulty in its propor-tions or was otherwise not as life-like as if painted by an Apelies. If we would re-cover their work, if we would see among the stars the shapes which they saw, we must look rather for such figures as a school boy draws upon his slate, or as an Indian draws upon a piece of birch bark, than for such artistic figures as adorn the show-bills of a modern menageric. Many of the constellations, though by no means all of a modern menageric. Many of diations, though by no means all which seem handless. seem hopelessly imaginary they are usually depicted upon celeptial rts, stand out with considerable prominence when we look for them with this idea of what they may be like.

Whither We Are Going. The old Greek name of this constellation was Engonasin. On knees, or the Kneeler It was so called by Aratus-in the third century, B. C .- who appears never to have heard it styled Hercules, for he says of the Kneeler, "Who he was, or what is the cause of his sadness no man knoweth."
In modern times this constellation has become specially interesting from the fact that according to the determination of Sir William Herschel the sun, with its family of planets, satellites and comets, is traveling through space toward a point in this ing through space toward a point in this part of the heavens—a point near the star Lambda, in the left shoulder of Hercules. Other astronomers have also located this "apex of the sun's ways" somewhere here-"apex of the sun's ways" somewhere here-abouts, though no two astronomers have hit upon precisely the same spot. One of the latest and perhaps the most reliable of these determinations, that of Herr Stumpe, places the "apex" very nearly at the center of the Lyre. The rate at which the sun is traveling in this direction has been estimated to be about eight miles a second, or 150,000,000 miles a year.

An Ancient Constellation.

The gigantic figure of Ophiuchus, the Serpent-Holder, should easily be located by means of the sketch given here. Although by no means a striking constellation, it is

Its Inventor Thinks He Has Solved a D fficult Problem.

SURE HE WILL BE ABLE TO FLY

Has Already Succeeded in Making a Navigable Balloon.

WHAT HE EXPECTS TO DO

Special Correspondence of The Evening Star.

PARIS, June 20, 1900. A hundred thousand francs and the best advertising in the world! Such is the prize that may be won this summer in the gay French capital by the inventor of a flying machine that will fly. The money has been put in bank by the Aero Club, that sports branch of the great Automobile Club de France. The advertising is the publicity awaiting a successful aerial trip performed in the presence of the Paris exhibition

Henry Deutsch, one of the most enthusiastic members of the Aero Club, has put up this 100,000 francs prize. The contest is international. It is open alike to navigable balloons and flying machines (machines heavier than the air). The committee of the Aero Club is to be the sovereign judge of the contest. If the prize is not awarded in 1900 between June 1 and 15 and September 15 and 30, it may be tried for at the corresponding periods of 1901, 1902, 1903, 1904 and 1905, when, if no one shall have yet earned it, the sum is to return to the pockets of Henry Deutsch. The task is as follows: The navigable balloon or flying machine is to rise from the Part of Agreets. lows: The navigable balloon or flying machine is to rise from the Parc d'Aerostation de l'Aero Club, at Saint Cloud, and without touching ground and by its own self-contained "means" describe a closed curve around the Eiffel tower, returning to the point of departure. This trip, which is about eleven kilometers, must be accomplished in half an hour. Should "X" accomplish the trip in fifteen minutes and "Y" accomplish it in twenty minutes, "X" would receive 57,142 francs and "Y" only 42,857 francs.

The Probable Winner. I have just spent several hours with the man who, in the opinion of the members of the Aero Club in general, runs the best chance of carrying off the prize. He is a South American, Santos-Dumont, son and heir of the Dumont known for his coffee plantations in Brazil. Young Santos-Du-mont-he is not thirty years old yet-might paint Paris every shade of red from pale rose to royal purple, for he travels in livebeen formed in honor of the Emperor Augustus and to have been made up of stars taken from the Virgin and the Scorpion. However this may be, the group of stars which undoubtedly originally formed the claws of the Scorpion is now regarded as a part of the Balance.

Adjoining the Scorpion on the east is Sagittarius, the Archer, the most striking part of which is a group of eight or ten stars, which one can shape, with a little imagination, into the figure of a horse with a rider upon its back, and which was possibly the germ of the constellation, though forming now but a small part of it. Five stars of the group referred to—the lefthand five—form the Milk Dipper, so called, apparently, because it is in a position to scoop up a portion of the Milky Way, on the border of which it lies. The brilliancy of this star-besprinkled region of the heavens to an entered the server. rose to royal purple, for he travels in live-ity company and has the wherewithal. In-stead he spends laborious days and no in-considerable part of his income in perfect-ing his navigable balloon, the first one that has ever made successful trips according to a prearranged program. Last summer he accomplished this trip around the Effect tower in his machine as it then stood—de-scribed by me fully in these columns at the time. He has now a new one, twice as many changes and improvements that it is practically a new type of navigable balloon. "It is one thing to invent a machine," re-"It is one thing to invent a machine," re-marked Santos-Dumont, as we scudded through the Paris streets in his American lectric automobile, "and another thing to earn how to run it. Do you rememb our first efforts with the bicycle? We your first efforts with the bicycle? Well, the inventors of the bicycle took a long time to bring it to perfection. It was a perfect machine when it first came into your hands. Yet you could not ride it, could you? You fell, many times, didn't you? It is exactly the same with navigable balloons and their inventors. After the machine is invented, experimented with and perfected, the inventor himself must learn how to operate it, and his failure to do trick riding on it from the start is no more an argument against it than your beginner's clumsiness was an argument against the clumsiness was an argument against the

The New Balloon.

All this time the smart little American electric automobile was hustling us through the Paris streets, past the exposition grounds, past the temporary saloon in the Place de Breteuil, and into the workingmen's faubourg of Vaugirard. Here, up ong, narrow iane, we stopped opposite a secies of big sheds. It was the balloon-maker's establishment—there are half a lozen such in Paris. The big, new, cigarshaped balloon itself was hanging, like a haif-furled sail, from a lot of rope tackle attached to the ceiling. The "basket" of the new machine—which is no basket at all. wheels. To get a creat view of the basket and its mechanism we were forced to lower the empty balloon to the ground. The heavy construction was rolled into place on its two bleyele wheels. And then Santos-Dumont explained to me the device with which he expects to win the 100,000 prize of the Aero Club.

e Aero Club. "You remember my old balloon?" he be-"You remember my old balloon?" he be-gan. "It, too, was cigar-shaped, with a wickerwork basket hanging from it in the center. This basket contained a three-horse power automobile motor, the other ma-chinery and instruments and myself, the navigator. Projecting from it at the back was a propeller, operating on the air as a steamship's propeller on the water. Al-though larger and stronger and having or though larger and stronger and having cer tain important modifications, this new chine is built on the same principles. notice it has no actual basket, no

wickerwork construction. Straddles a Straddle.

"Do you mean to say that you sit unrotected in the open air, straddling that icycle saddle?" I inquired.

"Exactly," replied Santos. "I sacrificed he wickerwork because of its weight. Although made entirely of a'uminum and silk, the thing is heavy enough as it is You cannot have strength without weight, and if your weight is too great your lifting and propelling power becomes insufficient. The capacity of this new cigar-shaped baloon of mine is 380 cubic meters, or 13,300 cubic feet. I shall be much pleased if it cubic feet. I shall be much pleased if it readily navigates the weight I have imposed on it. The propeller weighs 26 kilos, the engine alone weighs 60 kilos, the framework weighs 100 kilos, I weigh 50 kilos, and I hope to carry 100 kilos of water ballast, making a total of 330 kilos (726 pounds). This is the first time water ballast has been used in a balloon. Ordinary ballons, being designed to go high into the air, the water might freeze, and lightening the craft with an ice pick would be too he craft with an ice pick would be to dow. My navigable ballon, on the con-rary, is designed for horizontal movement at no great height, so that I think wate ballast is indicated. There is only a spigo o turn.

Santos-Dument sat on his bicycle saddle Santos-Dument sat on his bicycle saddle, in the midst of the long, rigid framework that, suspended about three yards below the cigar-shaped balloon, is to hold it straight and prevent it from doubling up, as well as furnish it the motive power for horizontal movement. He has dismantled an ordinary bicycle, discarding the wheels, which, however, will come into use in transporting the framework on land. The pedals he has retained.

Under Perfect Control. "I am pleased with this bicycle idea," h said. "I am accustomed to the bicycle saddle, and I feel just as safe on it in the midst of this good, strong framework as I would feel in the usual wickerwork basket. With the pedals I start the motor just like a motor tricycle. After starting, my feet are free. I also work with my fee the shifting of the guide rope which, hanging down from the front, tilts the cigar shaped balloon up or down as it is drawn in toward the center or let out to drag its weight from the front. I shall make great use of the guide rope for steering. Also with the pedals I can shift the position of the framework or "basket" with respect to the balloon, and consequently shift the center of gravity of the whole. With these two devices I am able to control perfectly the pointing of the balloon's nose upward or downward. Imagine the cigar-shaped construction floating in the air perfectly level—its natural position. If I want to rise without wasting ballast, I shift its center of gravity back a little until its nose points slightly upward. Then I turn on the motive power, or increase it, and the force of the propeller drives me upward diagonally. It is the same to ge shaped balloon up or down as it is drawn

NEW FLYING MACHINE downward without wasting gas. Gas and address the two most precious things." A Compact Motor.

It scarcely looks like an eight-horse-powe

motor, the little contrivance packed away there in the framework, just in front of the navigator. Of course, we have become habituated to these little giants in auto-mobiles, but sheir great simplicity and mobiles, but sheir great simplicity and power are always new. It is what they call a two-cylinder racing tricycle motor, with a rate of 1,800 revolutions a minute. With these motors the racing tricycles attain a speed of ninety kilometers (fifty-six miles) an hour on the level French highways. The screw or propeller is connected with the motor by a long aluminum shaft, and-rather curiously—is placed at the front of the airship, instead of at the back.

"It will give you a pull," I remarked, "instead of push."
"I cannot see that it makes any differ-

"Instead of push."
"I cannot see that it makes any difference in the air," replied the inventor. "This serew, which is to propel the balloon through the air, just as the propeller of a steamship pushes it through the water, has a diameter of four meters (thirteen feet), and is made, like all the rest, of aluminum and slik. It is large and strong, and has only three revolutions a second, so that it will not make enough wind in front there to trouble me. I put the propeller in front simply to balance the whole. And, take notice, its may lift the front, which would be useful."
"What is the force of the propeller?"
"I hope it will give not less than 40 kilos traction (the same as 40 kilos pushing), which would represent a speed of ten yards a second through the air. This would be at the rate of twenty miles an hour, a speed through the air much greater than I ever attained with my old machine. The volume of this new balloon is double that of the old one, but not the resistance, while the motive power is three times greater."

Going "Against" a Wind.

Going "Against" a Wind. "That is to say, you can go successfully against a wind of less than twenty miles

an hour?" "There is no going 'against' a wind when you are up in the air. You are in the wind itself, you become a part of it, and you do not feel any wind against you at all. The navigation of the air is just like the naviga-tion of a river. It is not like the naviga-tion of the ocean, and all the talk about 'tacking' is foolishness. With my pro-peller pulling me through the air at the rate of twenty miles an hour I am in the position of a steamboat captain whose pro-peller is driving him up or down a river at peller is driving him up or down a river at the rate of twenty miles an hour. Suppose the current is ten miles an hour. If he goes against the current, he really accomplishes ten miles an hour with respect to the shore, although he has been going a the shore, although he has been going at the rate of twenty miles an hour through the water. If he goes with the current, he accomplishes thirty miles an hour with respect to the shore, though he has only been going twenty miles an hour through the water. It is the same with currents of air. Ordinarily, I would prefer no current at all—like a calm lake to navigate. If there are currents, however, I want them in my direction, and by mounting higher in the air I can often find them. But to talk about 'going against the wind' is misleading. If the current of air—or 'wind'—is stronger than I am, I must simply go with it. In any case, I am in it, a part of it, and so do not feel it."

He Has No Fear. As Dumont sat straddling the blcycle sad dle, his feet on the pedals, one hand on the brass cylinder containing his supply of petroleum essence and the other on the spigo of the larger brass cylinder containing his of the larger brass cylinder containing his supply of water bailast, I could not but wonder at his courage in trusting himself to the air so unprotected. "If you should faint while up there you would fall and be dashed to pieces," I exclaimed. "I shall not faint," he answered. He is persuaded that he is just as safe sitting in that open framework—so long as he keeps his head—as he would be in a basket. Still, the thing looks hazardous to an outsider. "The imframework—so long as he keeps his headashe would be in a basket. Still, the thing looks hazardous to an outsider. —The immense cigar-shaped balloon, ninety-four feet long and eighteen feet in its greatest dameter, extends itself over his head. Suspended to it, hanging about three yards below it, is the open framework containing the motor, propelier, fuel, ballast, the navigator and his instrument, hung here and there within reach. His feet are on the bicycle pedals, put to their new use. An extremely long bamboo rod—two rods joined together—forms the center of this framework. A few inches below it, running parallel with it, incased in tubing, is the long shaft from the motor to the screw propeller. The rest of the framework is composed of rigid aluminum rods and tightly drawn metal ropes which at the center, where the navigator sits, afford a more real protection and support than they at first appear to do. "I have no fear of failing out of the framework." repeats Santos-Dumont, "because I know that I shall keep my head. A basket would be a good thing for any one proposing to lie down in the bottom of it and shut his eyes; but I must control all this machinery, and must be situated so that I can do it promptly. As it, I have everything within reach of my hands and feet. I ask no better protection."

netting after he has made a trip or two. In the meantime none of the members of the Aero Club doubts that their man will win the Deutsch prize. So far there is no other entry. The first period, June 1-15 passed without an effort to accomplish the task set. Dumont's machine was not ready Should Dumont make a successful dash for friends would be surprised. He has al-ready done the thing in his smaller navi-gable balloon before ready done the thing in his smaller navigable balloon before any prize was offered, mounting from the Bagatelle plain by the river, propelling himself to the Elffel tower, twice around it and returning to the point of departure. "I shall do more than that," was his last confident remark. "Before the year is out I shall win half a dozen bets by landing on the roof garden of the Automobile Club, in the full center of Paris." The day Santos-Dumont accomplishes that wonder aerial navigacenter of Paris." The day Santos-Dumon accomplishes that wonder aerial navigation will have become an accomplished fac STERLING HEILIG.

SERVED HIM RIGHT.

Pretty Girl in a Railway Train Sup-presses a Smart Drummer. From the Chicago Inter Ocean.

"Anything wrong?" asked the hotel clerk of the drummer who had just got home from the east. "I was thinking," was the reply. "I rode

from Buffalo to Toledo with the prettiest girl I ever saw." "But that didn't hurt you. Who was she?"

"Can't tell." "You didn't introduce yourself and ge her card in return?"

"No particular trouble, eh?" solicitously

"Well, it was this way," replied the traveler, as he braced up for the explanation. "She sat opposite me, you know, and I tried for an hour to catch her eye. She sing sat opposite the reye. She simply ignored me, and gazed out of the simply ignored me, and gazed out of the window. Then I rose and handed her a magazine, but she declined with thanks. Ten minutes later I brught the latest novel out, but she said she didn't care to read. Then I bought some fruit, but she would accept none. She also ignored me when I tried to draw her out on music."

"But you persisted?"

"Oh, yes. That is, I was about to make another attempt to enter into conversation when the train came to a halt at a town, and the girl beckoned me over. I was there in an instant, and with the sweetest smile you ever gaw she asked if I would do her a slight favor."

"With all my heart, I hastened to say."

her a slight favor."
"With all my heart. I hastened to say.
"Well,' she said, smiling even more
swell, suppose you leave the train here
and take the next one that follows, for you
have made me dead tired, and I feel like
taking a nap."

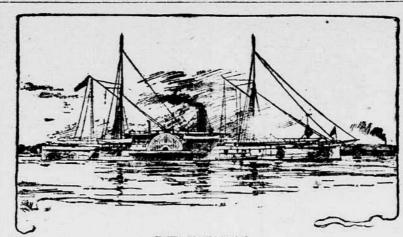
"Yes, sir," said the drummer, as reached for a cigar, "and I want to go to my room and sit and think and try a to my room and sit and think and try and figure it out. Perhaps it's time I left th road and settled down at home."

A Compliment on Ice.

Mrs. Gadd-"You do not show you at all.

Mrs. Gabb (delightedly)—"Don't I?"
Mrs. Gadd—"No; I see you've scratched it out of your family Bible."

Maude-"Isn't the man you are engaged to a speculator?"
Clara—"No, indeed! He's a financier."
Maude—"How do you know?"
Clara—"He d'dn't buy the engagement ring until after I had accepted him.—Chi-cago News.



MARINES IN CHINA

This is Not the First Time They Have Been Called On.

GOOD WORK OF THE OLD MONOCACY

Protecting American Interests in the Winter of '94-5.

SIMILAR CONDITIONS NOW

Written for The Evening Star.

The present international expedition to Pekin is not the first one that has been organized to guard the interests of foreigners resident at China's capital, and for many years it has been the practice of the United States especially to keep a gunboat within a reasonable sphere of influ-ence of Pekin. The old Monocacy has stood guard over our interests out there for thirty-five years, and while she would not be rated as a formidable craft in modern naval classification, still in the eyes of the onservative Chinaman she has represented a great deal of potential force.

Built in Baltimore in '63, and as a doubleended paddle-wheel steamer especially designed for river service, she was at once detailed to the orient when she could be spared to look out for our commercial wetfare, which had suffered through stress of our domestic difficulties. In '65 she reached the Asiatic station, and from that day to this, in concert with her sister ship, the Ashuelot, lost in '83, proved a tower of strength in more than one emergency. Actual conflict was her forcers and the one tual conflict won her renown and the open mouths of her ancient ordnance have had persuasiveness enough to win the grace of many a "jacketed" mandarin not too kindly disposed toward our citizens resident in the flowery kingdom.

Might Have Been Different.

Could the old craft have been at her erstwhile anchorage we should not have had to bear the recent anxious days over the safety of our representatives at the court of Pekin. In years gone by-in fact, as recently as '95-4t was possible for the Monocacy to lie at Tien Tsin, only eighty odd miles from Pekin, then the head waters of steam navigation. For months at a time the old ship lay off Tien Tsin, and by the aid of each spring freshet made her way back to the sea over the changing channels and through the soft mud of the Pel Ho, only to "feel" her way back later in the year when the waters had once more determined their way. Today Taku is the nearest port of approach, and there our vessels must be content to halt on the highway to the capital.

An Antiquated Vessel.

The old Monocacy boasts a time-honored battery of four muzzle-loading smoothbore 8-inch guns and a couple of 60-pounder breech-loading rifles, to which the desecrating spirit of modernity has added nearly a dozen rapid-fire guns of very light caliber. She draws only nine feet of water, has to her credit a speed of eleven knots and car-ries a complement of 158 persons. situated so that I can do it promptly. As it is, I have everything within reach of my hands and feet. I ask no better protection."

Relieve He Will Win.

It remains to be seen whether or not the daring navigator of the air will change his mind and surround himself with at least a statisfication of the foreign fleet of the assured efficiency of the foreign fleet of the satured efficiency of th he assured efficiency of the foreign fleet of nore modern vessels. Did Excellent Work.

In '71, however, she was not so content to remain in the rear, and at the fateful attack on the defenses of Boisee, on the Salee river of Corea, she led the procession which drove the Corean commanding general from his batteries, and with the same old guns his batteries, and with the same old guns she carries today tumbled their walls about their defenders' ears, and made the broad breaches through which our sturdy forces fought a hand-to-hand fight to victory.

The story of that two days' conflict is a bright one in the annals of our navy; and the manner in which the Monoeacy and Palos, with their convoy of nineteen cutters, steamed up that treacherous river against a dangerous current and the fire of those powerful batteries is something of which we may well be proud. The part the Monoeacy played in her baptism of fire and blood was more than enough to win the respectful awe of every mandarin afterward, and even the long-headed Prince Li has seen the diplomatic force of her silent eloquence. silent eloquence.

Sending Troops to Pekin.

The last occasion when it became neces sary to send an international force toward Pekin was in the latter part of 1894, during the height of the war between China and Japan. The success of the Japanese let oose upon the country great hordes of fle ing Chinese soldiery, camp followers and other dangerous bodies, and the fear that the foreign legations and missionaries in Pekin might suffer in consequence led to

Tsin.

The U. S. S. Baltimore, then at Nagasaki, left on the 2d of December and reached Chefoo in the evening of the 4th, and just after the arrival of a British steamer bound for Time Tsin. after the arrival of a British steamer bound for Tien Tsin. By quick management passage was secured for three officers and forty-two marines, although the accommodations for the latter were poor in the extreme, and at 10 o'clock of the same night our troops were on their way up the river. By evening of the following day—the 5th of December—the detail arrived off Taku Bar. The report of Capt. G. F. Elliott, U. S. M. C., commanding, gives a brief account of the difficulties of the trip. A Difficult Trip.

"There were several steamers before us inloading in lighters, and our steamer was obliged to await her turn. We had left Chefoo hurriedly, so that there was a lack of rations for the men if detained. Every thing had been caten up on board at break thing had been caten up on board at break-fast the morning of the 6th except flour in barrels, and there were no means of cook-ing this for so large a number. "There was every indication of a blow coming up: in that case it would be three or four days before we could communi-cate with the shore, the swift currents of

cate with the shore, the swift currents of the Pel Ho making a very dangerous chop against anything of a stiff wind. Added to this was the danger of the river freezing up—a condition which usually occurs by the 10th of December. Taking this into consideration I determined to take the men to Tien Tsin by rail, thirty-two miles distant. "I was well aware I had no right to land an armed force without permission in a foreign country, but it was impossible for me to get this permit within the necessary a loreign country, but it was impossible for me to get this permit within the necessary time, so I embarked the men and baggage on a tug at 1 o'clock p.m. After crossing the bar and steaming about ten miles, we entered the Pei Ho river, the mouth of which is fortified by large concrete and mud forts on beh side.

which is fortified by large concrete and mud forts on both sides. (The forts which have just been taken by the allled fleets.) Put on a Bold Front. "As soon as we were in sight of the forts numerous trumpets sounded to arms, and the Chinese garrison manned the guns.

They went through the form of loading them—may have actually done so. How-ever, we were allowed to pass unquestioned and landed six miles above the forts at a coal dock five hundred yards from the railway station. There I left Ensign Belknap with ten men to guard the baggage and marched the remainder to the depot. Curiosity had drawn a motley crowd of dirty natives, coolies and seldiers about us, numbering not far from five hundred. They pressed in so closely that it was necessary to place the marines with their backs to a wall and to put in front numerous sentinces to keep off the press. The sentinces, losing patience, would now and then give vicious blows with the butts of their pieces, which soon had a wholesome efnd landed six miles above the pieces, which soon had a wholesome ef feet upon the over-inquisitive ones of the gathered crowd.

"The men stood fully equipped from half-"The men stood fully equipped from half-past three until six o'clock of the evening when the train pulled out. For transporta-tion the men had two open coal cars next to the engine; the thermometer was much below freezing and the wind coming over the ice fields was biting. We were obliged to use these open floats, as the Chinese soldiers that had traveled in the closed cars, American style, had made their floors veritable sinks of fiith. For one very long hour and a half the men endured the expo-sure in those open cars, dancing and ncur and a half the men endured the expo-sure in those open cars, dancing and thrashing themselves to keep from freezing, before we reached Tien Tsin, when we crossed the river, and, with hearts full of thankfulness, reported aboard the cheery old Monocacy. It was some time before all of us were warmed through, and the hot, black coffee of the crew's mess was a declicious welcome.

Men From Other Navies.

"At the time of our arrival, besides the Monocacy, England, France, Germany and Russia each had a gunboat moored a'ong-side the bund, while in addition guards of marines or sailors were held in readines for duty in Pekin in case of need. The united forces consisted of fifty-one American marines, fifty British marines, fifty German sallors, fifty Russian sallors, fifty Russian

ines.
"Preparations were being made by the "Preparations were being made by the commanding officers of these guards to get them properly equipped for the extremely cold weather of winter. Long sheepskin coats, fur caps and gloves were purchased at government expense by the various nationalities for their men. In the case of our own marines they had to pay for their coats themselves, a matter of \$3.50 in gold, and the garments were absolutely worthless to them in the spring. The strong smell of wool prevented their being stored on board ship.

"All guards were expected to be ready to start for Pekin, eighty-six miles distant.

to start for Pekin, eighty-six miles distant by December 15, but an edict forbidding them to enter the city was issued by the

Americans Worked Hard.

"Every one believed that this edict would be rescinded, and in order to keep the mer in proper physical condition to make this march in four days or less the American marines were marched daily, without re gard to weather (there being no rain) about

gard to weather (there being no rain) about seven miles, and in the afternoons, when the weather was good, they were drilled. The German sailors were the only other body of men marched regularly and trained systematically.

"When the river froze and steamer communication was cut off, the streets of Tien Tsin were barricaded, and the commanding officers of vesse's had at least an understanding of what was to be done by each command in case of riot, fire or disturbances. Rumors varying in the sensational were the daily order of things.

"Knowing if the Japanese saw fit to make

the daily order of things.

"Knowing if the Japanese saw fit to make an attack on the Taku forts, thirty-two miles down the river, or at Shanhatquan. 170 miles to the west, connected by rail with Then Tsin, that guards would be called to Pekin, and that it would be impossible to procure carts for the transportation of stores, three months' rations for fifty men were sent forward and stored in the legation.

What Might Have Happened. "In February I received an order from

the commanding officer of the ship, by direction of the admiral, to proceed to Pekin to confer with our minister, Colonel Denby in regard to making arrangements for housing, feeding and caring generally for the men, and to see what the missionaries intended to do provided the Japanese landed in the Pichili district and moved on Pekin. It is pertinent to remark here that had the Japanese landed in the Pichili district 150,000 Chinese soldiers would have been defeated, and an immense rabble of armed men would have swarmed through the country, fed upon it and 'ooted it on their way to their homes, for it is well known there was not a haversack in the whole Chinese army. The condition about Pekin would have been fearful.

"After being ordered to Pekin the commanding officer of the Monocacy detained me for a week, as foreigners had been molested en route and Chinese soldiers had robbed the banks (money lenders) in the towns through which I had to pass. Twenty-five thousand Chinese soldiers were encamped along the way, beginning twenty miles from Tien Tsin and ending sixteen miles from Pekin. housing, feeding and caring generally for

miles from Pekin.

The Ride to Pekin. "It took two days to make this disagree-

able trip on horseback. Chinese camps lined the road; they were usually surrounded by a wall of mud mixed with straw, about sixteen feet high, castellated for ornaments and having a single arched entrance. Their use was to break the cold winds and to keep the men from wandering out of camp—in other words, the walls did the sentinel duty. Bodies of troops met on the move were armed with all manner of weapons. Tower muskets, gingals, Remington rifles of .50 and .45 caliber German carbines. Gress messes in the control of the c gals, Remington rifles of .50 and .45 caliber. German carbines, Grass magazine rifles of 20.03 ca'iber. bamboo poles with a small flag and spike, tridents, swords with handles four feet long, and other curious and extemporized arms. I saw a thousand mustered to pay honor to Li Hung Chang on his way to Pekin, and not one of them was armed. It is doubtful if any of the troops near the capital had a single cartridge, and I was told by straggling privates of different regiments that ammunition would be served out only when they started for the enemy.

Selecting Omerters Selecting Quarters.

"The American legation compound is of

ess than an acre in area and is badly cut up by buildings, none of which were fit to house fifty men, and, besides, the great wall of the city, sixty feet high and parapeted, was within a hundred yards of the peted, was within a hundred yards of the compound. This allowed it to be enfiladed by rifle fire, which made it necessary to look for other quarters. These I secured in the then empty Dutch legation, a compound suitable in every way and considerably removed from the frowning shadow of those threatening walls."

The guard never reached Pekin, but instead remained at Tien Tsin, ready for instant service should the Japanese transport land upon the neighboring coast. On the 16th of May, 1895, after the declara-

port land upon the neighboring coast. Or the 16th of May, 1805, after the declara-tion of peace, the detail started back to the flagship, leaving the old Monocacy with a full guard of marines to keep watch

with a run gondand ward. Similar Conditions. Substantially all of the conditions that

prevailed in 1895 are duplicated today, and while a variously armed horde of Boxers have taken the place of an official army the situation of our legation remains the same, and the menace is today as it was in the past, only worse, because of the absence of that old craft which has ex-ercised so potent an influence in the years gone by. At home here we shall never

again, for it is certain she could not stand the rude handling of a stormy sea, but the old Monecacy—an anachronism amid the naval architecture of today—will con-tinue to do her duty for years yet and then to hand down a traditional usefulness unn a traditional usefu'ness un ny other ship upon the station ROBERT G. SKERRETT.

COMPULSORY ARBITRATION

A MOST SUCCESSFUL LAW AS AP-PLIED IN NEW ZEALAND.

A Country That May Be Said to Be Practically Without Strikes-Voluntary Arbitration Here.

From the Springfield Republican.

Of exceptional practical interest touching the labor problem, and especially timely in the United States at the present moment, is Henry D. Lloyd's little book, under the title "A Country Without Strikes" which doscribes the scope and operations of the compulsory arbitration law adopted about five years ago in New Zealand, a country which Mr. Lloyd has recently visited for the purpose of studying its many and radical social and labor reforms. An introduction by William P. Reeves, former minister of labor and author of the arbitra-

tion law, is a feature of the book. Voluntary arbitration is now a familiar expedient in the United States and elsewhere. It has been deemed the only tolerable and practicable kind of arbitration It has been the resort of those who admit the need of intervention in the warfare of labor and capital, and who have asked and have received no satisfactory answer to the questions: How can the decrees of to the questions: How can the decrees of a compulsory arbitration be enforced? Will you compel workmen to work against their will? Will you compel capital to operate on losing terms? And so we have had veluntary arbitration boards created which velunteer their services and rarely have them accepted. They have simply been jostled aside as workmen and employers come to blows, and are almost invariably just as interested and as helpless spectators of the strike as the general public. Before pressing a scheme of compulsory arbitration upon the New Zealand parliament, Mr. Reeves studied the workings of veluntary arbitration wherever applied. He found it universally useless, or practically so. The Massachusetts board seemed to him the most efficient of the lot, but we have only recently pointed to the fact that the state is paying \$2.0.0 a year to each of these arbitration commissioners for services which have not been generally of visible form and substance, and which appear to be becoming more ard more inverse vices. compulsory arbitration be enforced? Will

ible form and substance, and which appear to be becoming more and more impercepti-ble. And yet this New Zealander tells us

ble. And yet this New Zealander tells us that the fault is not with the commissioners. It is with the system, which is described by him as a sham.

The New Zealand compulsory arbitration law—the only one in the world of actual application—grew out of the maritime strike of ten years ago, which spread untold losses and bitter feeling and suffering all over the colony. The laborers were defeated in that strike, but it proved to be the most notable single victory ever won by the workingmen. Five years later, after much agitation and persistent pressure in by the workingmen. Five years later, after much agitation and persistent pressure in parliament from the minister of labor, the present system was adopted, and it is almost enough to say for it that there has not since been a sirike worth mentioning throughout New Zealand. The law does not force arbitration upon the disputants—though it may later be amended to do so. It forces arbitration only on appeal from either one or both of the parties in dispute. Once an appeal has been made, the case goes through to an award, and both parties must abide by it.

There are boards of conciliation which

parties must abide by it.

There are boards of conciliation which first hear cases. Then a judge of the supreme court of the colony, selected for the purpose, sits as a court of arbitration to give judgment and award on cases coming up from the conciliation boards. Laborers are encouraged to organize in unions, which are incorporated by law. Manufacturers or employers may also organize or combine. This secures a responsible financial body on the part of the workmen, with which the state can deal in enforcing its awards, the penalties being fines. If any organized body of laborers—and seven men in any one employment can form themselves into a union under the law—if any such body of men have a grievance, such as insufficient wages, they can appeal to the local board of conciliation, and thereupon their employer must come before the board with them, whether he wants to or not. The state of his affairs is then inquired into. His books are subject to inspection, and he can state his side of the case. The men present their side, and are obliged to do this themselves or through one or more of their number, no hired counsel being wanted or allowed. or through one or more of their number, no hired counsel being wanted or allowed. Meantime, work goes on at the factory as if nothing had happened. If the final award is for higher wages the employer must concede the point. If he refuses he is fined, and the case is revived against him by the men, and he would thus be fined again and again until he yielded, or chose to suspend operations.

But in fact little trouble has so far been

The court of arbitration is very generally rescrited to for the settlement of disputes, and its awards are very generally accepted and its awards are very generally accepted in good faith. An important point is that the case for both sides is given publicity; the facts upon which the award is based-aside from the warrantable business secrets of the employer—are available to all, and public opinion is thus brought in as an important factor in bending the ene side or the other to the decree. Other advantages secured by the law, besides industrial peace, are a uniformity of wages for like work in like trades, which extends, by force of example, from the decree of the court in a single case throughout the colony. Wages and terms are fixed so that court in a single case throughout the col-ony. Wages and terms are fixed so that manufacturers can plan their business and manufacturers can plan their business and enter into contracts without fear of labor disturbance, and workmen, in a confidence as to the future never known before, can marry, buy land and build homes. As yet the operations of the law are confined pretity closely to manufacturing industry, but it will doubtless in time be extended to other industries, and also to the government itself, as a railway employer and otherwise. It is enough, further, to say of the act that it now has the support of all parties in the colony, and that of the conservative as well as that of the radical classes. So valuable is industrial peace to both workmen and employers that both are willing to strive for it, and their support of this law proves that it is effecting such a peace and the security and prosperity to business which must grow out of it.

The story told in this book is of very great interest to all classes in the United States. The New Zealand experiment must be older to deserve any other appellation, and it applies to a homogeneous political society exceptionally favorable to success. But its achievement to date is nothing less than wonderful. The possibility of its successful trial elsewhere is hardly to be nier into contracts without fear of labor

than wonderful. The possibility of its suc-cessful trial elsewhere is hardly to be

Doings.

"A lawyer's first duty," said the student. "is to see that justice is done; is it not, professor?" yes!" replied the professor

thoughtfully. "And it has been my ex-perience that the lawyer that does her the oftenest always gets the largest fee."

The Coquette. rom the Indianapolis Press.

She kept him always on the rack She kept him always on.

To please her fickle self;

he kept him there se That now she's on the shelf.



Wandering Willie (telling the sto "Den de mayor called out de fire de ment an ordered de hose turned o frantic mob—" Weary Johnson—"Dat's cruelty. W'y